

CLASSIFICATION SECRET

25X1

REPORT NO.

25X1

CD NO.

COUNTRY Poland

DATE DISTR. 21 November 1952

SUBJECT Kamienna Gora Textile Machinery Factory;
Military Engineering Department

NO. OF PAGES 2

DATE OF
1 INFO.

NO. OF ENCLS. 1 (1 page)
(LISTED BELOW)

1 PLACE
ACQUIRED

**SUPPLEMENT TO
REPORT NO.**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The Textile and Auxiliary Machinery Factory (Fabryka Maszyn Liniarskich i Pomierniczych), ul. Spacerowa 10, Szczecin (Stettin) and Kamienna Góra (Landeshut) was known as the State Factory for Aircraft Parts, No. 2 (Państwowe Wytwarznia Czesoci Lotniczych) in 1947. Presumably, the production of parts for aircraft was planned, but this was never carried out. In 1948 the name was changed to the Armament Equipment Factory (Wytwarznia Sprzetu Uzbrojenia) at which time it took over the manufacture of military engineering equipment. In 1949, the name was changed to the Textile and Auxiliary Machinery Factory, presumably for cover purposes.
2. Formerly, it was a German factory which produced iron doors for hangers, parts for submarine hatches and bulkheads, Teller mines and V 1 parts during the last war.
3. In 1951 the factory employed approximately 900 workers. Its production consisted of the following:
 - a. Pontons: only 36 were produced between 1950 and the spring of 1951, and these were all consigned to the military commission of the Armed Forces.
 - b. Bridge constructions: produced in two parts for a bridge 250 m. long.
 - c. Parts for Ursus tractors (mud guards, bottom plates (Beeden), seats, and various small parts for the frame).
 - d. Drying installations for wool and flax.

CLASSIFICATION SECRET

25X1

[illegible]

SECRET

25X1

- 2 -

4. In 1948 the production of sapper equipment was only in the trial stages. The plans for pontoons and bridge constructions had been worked out by the Soviet engineer, General Ovchinnikov.
5. Actual production of pontoons started in 1950, with primitive equipment. The individual parts produced in the factory often did not fit together. Also, the plans were frequently altered during production. A fire engine pump was used for pumping water in and out of the pontoons for water tightness tests. A basin for such trials was not built until 1951. The dimensions of the pontoons were as follows: length, 6 m.; width, $2\frac{1}{2}$ m.; thickness of sheet metal, $1\frac{1}{2}$ mm.
6. Simultaneously, with the start of pontoon production, bridge constructions were put in hand after previous tests. Since then, and up to the spring of 1951, parts for a bridge 250 meters long have been produced, the bridge being in two parts. The bridge consisted of iron triangles 2.5 m. high with a 2 m. base. (See attached sketch). All component parts of the bridge were welded. The bridge was approximately $6\frac{1}{2}$ m. wide and the load capacity was about 60 tons.
7. The buildings of the factory include a one-story carpentry shop, a main production hall, 300 x 400 m. and a mechanical engineering shop, 100 x 300 m.
8. It is believed that this factory will be taken over by the army for the production of war equipment.

SECRET

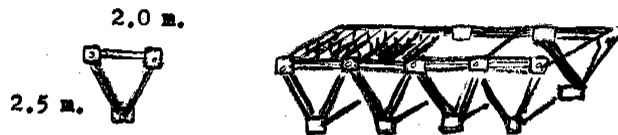
25X1

SECRET

25X1

Attachment

Iron triangles



SECRET

25X1